



NORTH PACIFIC MANUFACTURING CO.
OF SUPERIOR QUALITY OF Home Manufacture, at about the same price as the inferior imported goods.
CALL AND EXAMINE OUR STOCK BEFORE PURCHASING.
W. JACKSON & CO., Proprietors,
Twenty-first and T Sts., Portland, Or.
L. C. HENRICHSEN.
DIAMONDS, WATCHES, JEWELRY, CLOCKS,
SILVER-WARE, OPTICAL GOODS,
WHOLESALE AND RETAIL. LARGEST STOCK—LOWEST PRICES.
149 FIRST STREET.

HERCULES, Champion and Black Blasting
Powders, Caps and Fuse.
M. ARTHUR, Agent, 25 Pine St., Portland.

The Giant Powder Co.
Giant and Judson Powder, Caps and Fuse.
JAMES LAIDLAW & CO., Agents, 16 N. Front St., Portland.

LAWRENCE, OSTROM & CO., LOUISVILLE, KENTUCKY.
FAMOUS 10 YEAR OLD
W. S. KEY
For Medicinal and Family Use.
ABSOLUTELY PURE
No Death to
MALARIA,
CHILLS and FEVER,
TYPHOID FEVER,
BOWEL TROUBLES,
LOSS OF APPETITE,
INDIGESTION,
DYSPEPSIA.
Sold Only in Bottles.
For Sale by
Wholesale Grocers.

THE GREAT APPETIZER.
MARX & JORGENSEN.
SOLE AGENTS FOR THE PACIFIC COAST.
144 Front St., Portland, Oregon.

LOUIS ROEDERER CHAMPAGNE
THE HIGHEST GRADE CHAMPAGNE IN THE WORLD.
"CARTE BLANCHE," "GRAND VIN SEC."
A Magnificent Rich Wine.
See that Every Bottle bears the Private Label of
MACONDRAY & CO.,
SOLE AGENTS FOR THE PACIFIC COAST.

WATERBURY'S
FINE BUGGIES
Carriages, Farm and Mill Machinery,
RUSS & CO.,
No. 150 to 155 Front Street, Portland, Oregon.

WOOD'S GREAT PEPPERMINT CURE
ABSOLUTELY
"N-H-E WORLD"
AT ANY PRICE.
W. L. WOOD, Proprietor,
No. 150 to 155 Front Street, Portland, Oregon.

DR. PRICE'S
CREAM
BAKING
POWDER
MOST PERFECT MADE

Staver & Wacker
NEW MARKET BLOCK,
Portland, Or.
HEADQUARTERS
FOR
Portable, Skid & Stationary
ENGINES & BOILERS
OF ALL SIZES.

REL'SERAT
SOLD ONLY IN BOTTLES WITH RUBBER WRAPPERS.

THE WONDER OF HEALING!
FOR PILES, BURNS, SUREBURNS, DIABETES, STINGS, SORE THROAT, RHEUMATISM, BRUISES AND HEMORRHOIDS OF ALL KINDS. Sold everywhere.
WATERBURY'S
POND'S EXTRACT CO., 78 6th Ave., New York.

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SPEECHES BY BLAINE.

The Journey to Boston a Series of Receptions.

THOUSANDS OUT AT EVERY CITY.

The Distinguished Traveler, After His Arrival at Boston, Addresses an Audience of Ten Thousand Enthusiastic People.

NEW YORK, Aug. 13.—James G. Blaine started on his homeward trip at 11 o'clock this morning. A large crowd congregated on the sidewalk opposite the entrance to the depot, and when Blaine stepped from his carriage a loud shout went up. Passage was made through the mass of humanity and, uncovering his head, Blaine smilingly passed into the depot yard. During his few minutes stay in the depot he held an informal reception and welcomed his friends.

During the trip to Boston Blaine will deliver short addresses at various way stations. His platform will be the observation car in which he and his party ride.

BLAINE IN CONNECTICUT.

He is Warmly Greeted by the Republicans.

BRIARCLIFF, Aug. 13.—When the Blaine train ran into Stamford it was greeted with cheers from 200 people who were waiting for it. But as the train stopped at the depot, the cheering was so loud that it was impossible to hear the words of the speaker. The train will stop here only long enough to add to the cheering. That is, it is not possible to hear the words of the speaker. The train will stop here only long enough to add to the cheering. That is, it is not possible to hear the words of the speaker.

Before Mr. Blaine had time to pick up the thread of his remarks, the train began to move. The cheering was so loud that it was impossible to hear the words of the speaker. The train will stop here only long enough to add to the cheering. That is, it is not possible to hear the words of the speaker.

At Bridgeport the assembly was larger and even more enthusiastic than at Stamford. It was marked by the same features, and Blaine made a brief speech.

A SPEECH AT NEW HAVEN.
NEW HAVEN, Conn., Aug. 13.—Half the population of the city were waiting for him. He received Blaine. Mayor Daley headed the crowd. The cheering was so loud that it was impossible to hear the words of the speaker. The train will stop here only long enough to add to the cheering. That is, it is not possible to hear the words of the speaker.

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THE NATIONAL CAPITAL.

Senator Gray Favors Postponement of the Treaty.

THE REPUBLICAN TARIFF BILL.

The Willamette and the Columbia to be Dredged Immediately—Items of Special Interest to the Northwest.

WASHINGTON, Aug. 13.—The senate resumed consideration of the fisheries treaty in open executive session, and was addressed by Mr. Gray in support of its ratification. The treaty was being discussed in the midst of an excited political campaign, and the democratic senators had been told that they were organizing the British side of the case. Mr. Gray said that he was not considering the treaty as a political question, but as a question of national policy.

Gray said he desired to say something on the motion, and then began a speech in favor of postponement of the treaty. He said that the treaty was a political question, and that it was not proper to discuss it in the midst of an excited political campaign.

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Why First Assistant Postmaster-General Stevenson was Surprised.

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Stevenson, who gives an interesting account of the growth of the business and the range of business transacted.

The establishment expressed at the volume of business transacted at the Portland postoffice, by First Assistant Postmaster-General Stevenson on his recent visit to this city.

"In the first place," said Postmaster Roby, "few persons who have not actually investigated the subject, have any idea of the magnitude of the work connected with this office."

As a repository, we receive all the surplus and excess funds from one hundred and forty postoffices through the state and territories of Washington and Idaho. Each postmaster is required to make daily remittances of the surplus funds of the money-order department of his office.

Opening a bulky official envelope Mr. Roby said: "There are many remittances that have come in today, and it is more than enough for one man to attend to them. We make out of this money order department a little over a million dollars a year."

"Then, too, each of the 140 postmasters send to the postoffice an average of 100 pieces and checks to the amount of \$250."

"That is an average daily transaction in this department alone," continued Mr. Roby, "and it is a very large sum of money."

"Yes, sir," said the gentleman, "we are the distributing office for all mail matter for the Pacific coast, and we have a large staff of clerks and clerical assistants."

"The total number of letters delivered in this city in 1887 was 1,077,938, and for the year ending June 30, 1888, it was 1,282,212."

"The total receipts of the Portland postoffice for 1887 were \$123,623, and for 1888 they were \$123,623."

Judge Deady yesterday signed the final decree in the Holladay case, confirming the sale of the property.

The redemption is to be made by the payment of \$389,457, the sum due on July 31, 1887, in full of the debt.

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The Terminal Company's Requests for Street Vacations Likely Disposed of.

Further Reports about the Work on the Oregon Pacific—Balance Shipments to the East.

General Railroad Notes.

In consequence of the general invitation extended, through the Oregonian, to citizens to be present at the meeting of the committee on accounts and current expenses yesterday.

"There was a double circle of them around the table with their heads bowed down studying the maps and plans," said one of the men who were present.

"We had a lively session," said Councilman Woodward.

"I'll give you a list of those who were here and Councilman Fackell.

"What seemed to be the general opinion on the subject?"

"Oh," said Fackell, "they were all kicking and said they did not want any more streets given away for nothing."

"When we told them what we considered was right in the matter."

The committee has decided that it will recommend that the portions of streets vacated, if the company will establish a depot at the terminus.

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"There was a double circle of them around the table with their heads bowed down studying the maps and plans," said one of the men who were present.

"We had a lively session," said Councilman Woodward.

"I'll give you a list of those who were here and Councilman Fackell.

"What seemed to be the general opinion on the subject?"

"Oh," said Fackell, "they were all kicking and said they did not want any more streets given away for nothing."

"When we told them what we considered was right in the matter."

The committee has decided that it will recommend that the portions of streets vacated, if the company will establish a depot at the terminus.

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THE RAILROAD ESTATE.

Further Reports about the Work on the Oregon Pacific—Balance Shipments to the East.

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IMPROVEMENTS WILL GO ON.

The Pacific Northwest has been the scene of a great movement for improvement of the river and harbor. The bill which has been passed by Congress, and which has been signed by the President, will be the first step in a series of improvements which will be carried out by the government. The bill provides for the improvement of the river and harbor at Astoria, and for the improvement of the river and harbor at Coos Bay. The bill also provides for the improvement of the river and harbor at Tillamook Bay, and for the improvement of the river and harbor at Clifton. The bill is a landmark in the history of the Pacific Northwest, and it will be the first step in a series of improvements which will be carried out by the government.

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GRAIN SEASON OF 1887-88.

A Review of the Freight and Wheat Markets of the Year.

The grain season of 1887-88 has been a very successful one for the Pacific Northwest. The wheat crop has been a bumper crop, and the grain has been sold at high prices. The freight market has also been very active, and the grain has been shipped to all parts of the world. The grain season of 1887-88 has been a very successful one for the Pacific Northwest.

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Wheat and Flour—Continued.

Month.	Wheat.	Flour.
August, 1887.	1,000,000	1,000,000
September, 1887.	1,000,000	1,000,000
October, 1887.	1,000,000	1,000,000
November, 1887.	1,000,000	1,000,000
December, 1887.	1,000,000	1,000,000
January, 1888.	1,000,000	1,000,000
February, 1888.	1,000,000	1,000,000
March, 1888.	1,000,000	1,000,000
April, 1888.	1,000,000	1,000,000
May, 1888.	1,000,000	1,000,000
June, 1888.	1,000,000	1,000,000
July, 1888.	1,000,000	1,000,000
August, 1888.	1,000,000	1,000,000

Wheat and Flour—Continued.

Month.	Wheat.	Flour.
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April, 1888.	1,000,000	1,000,000
May, 1888.	1,000,000	1,000,000
June, 1888.	1,000,000	1,000,000
July, 1888.	1,000,000	1,000,000
August, 1888.	1,000,000	1,000,000

RAILWAYS AND STEAMBOATS

OREGON RAILWAY
AND
NAVIGATION CO.
COLUMBIA RIVER ROUTE

Two trains daily, leaving Astoria dock
10:36 A.M. and 2:15 P.M. The 10:35 A.M. train
through to Walla, Walla and Dayton, connecting
Walla Walla Junction with Northern Pacific for Hel
St. Paul and the East. The 2:15 P.M. train
through to Portland, with through sleepers to W
Walla and Baker City, connecting at Intunt

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A. M. LEVY, VICTORIA & S. M. M.
 BRANCO, RIVER POINTS, - THIS R. M. ON THE
 AND FRIDAY COMMENCE AT 11:00 A. M. DAY WITH SE
 RIVER BOAT FOR LEVINGTON AND INTERMEDIATE POINTS.
 TICKET OFFICE, FIRST AND ONLY, AGENT
 GEN'L PASS. AND TICKET AGENT

CANADIAN PACIFIC RAILWAY
 THE TRUE
 TRANSCONTINENTAL ROUTE
 BETWEEN
 The Pacific and Atlantic

Its passenger equipments the finest in the world, consisting of luxurious sleeping cars, day-drawing, smoking and bath rooms; comfortable and clean colonist cars, with free sleeping berths for holders of tourist and excursion tickets, and the most modern of day coaches.

Its dining cars and hotels provide the best of hospitality for unlimited quantity of reasonable rates.

The variety and grandeur of scenery all the way, the beauty of the country, the excellent service, etc., nothing is omitted that can add to safety and comfort of its patrons.

All in all, it gives the best and most pleasurable trip in the world, and is available for service to Portland, Tacoma, Seattle, Victoria, all Pacific Coast Points, and Winnipeg, Minneapolis, St. Paul, Chicago, St. Louis, Omaha, St. Paul, Minneapolis, Boston, New York and all Western cities.

Through Tickets are issued to all principal points in the United States, Canada and Europe, at the lowest rates.
For detailed information, apply to the following agents of the company:

C. G. McGINN, 8 Washington st., Portland,
R. W. McGINN, 1888, Seattle; W. T.,
R. W. McGINN, Tacoma, W. T.,
B. E. BROWN, District Frt. & Pass. Agent,
Vancouver, B. C.

Correspondence respectfully solicited.

THE YAQUNA ROUTE.

OREGON PACIFIC RAILROAD

—AND—

Oregon Development Company
Steamship Line.

225 Miles Shorter—20 Hours Less Time
than by any other route.

SE—First-class passenger and freight—
from Portland and all points in the Willamette valley
to and from San Francisco.

Lines Schedule (except Sundays):
Leave Albany, 1:50 P. M. Leave Yaguala 6:45 A.
Leave Corvallis 1:40 P. M. Leave Yaguala 11:35 A.
Leave Albany 1:50 P. M. Leave Corvallis 11:35 A.
O. C. trains connect at Albany and Corvallis.
The above trains connect at Yaguala with the
great development Cols. Lines of Steamships between
Yaguala and San Francisco.

Sailing Dates.

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NORTHERN PACIFIC RAILROAD
TWO FAST TRAINS DAILY!
NO CHANGE OF CARS!
SHORTEST LINE TO CHICAGO
 And all points East, via
St. Paul and Minneapolis.
The Northern Pacific R.
 is the only line furnishing
Passenger Trains
Second-Class Sleepers (free of charge),
Luxurious Day Coaches,
Pullman Palace Sleeping Cars,
Private Dining Cars (meals free)
From Portland to the East.
 See that your tickets read via the Northern
Pacific R. R. and avoid change of cars.

Leave Portland at 10:40 A. M. and 2 A. M. for
arrive Seattle at 11:00 A. M. and 8 A. M. respectively.
Division, Train leave Seattle at 10:00 A. M. and
street daily at 11:00 A. M. and 8 A. M. arrive
Leave Seattle at 10:00 A. M. and 8 A. M. arrive
with (company's) boxes for all passengers on Pacific
Gen'l Pass. Agent, Port
Gen'l Pass. Agent, Seattle
Asst. Gen'l Pass. Agent, 200 W. Washington St.
Portland, Oregon
SF Pacific, Ctr
OVERLAND TO CALIFORNIA
Leave Portland at 10:00 A. M. for
THE MT. SEASIDE and 2 A. M. for
Time between Portland and San Francisco, 28 hrs.
California Express Train runs daily between
TO BE CALIF. S. PAC. RAIL
Leave
Portland..... 2:50 PM San Francisco. 7:44 AM
San Francisco..... 10:00 PM Portland. 1:00 PM
Local Passenger (daily, except Sunday)
Leave Portland at 10:00 A. M. for
arrive Seattle at 11:00 A. M. and 8 A. M. respectively.
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Asst. Gen'l Pass. Agent, 200 W. Washington St.
Portland, Oregon
SF Pacific, Ctr

Portland.....	8:50 A. M. Portland.....	8:45 P.
Seaside.....	9:00 A. M. Portland.....	8:45 P.

FULLMAN BUFFET SLEEPERS

Round-trip Sleeping Cars for accommodation of excursion parties on the Atlantic to ocean trip.

The O. & C. M. Ry. makes connection with Seaside, Clatsop and Tillamook.

WEST SIDE DIVISION

Portland and Corvallis—Mail Trains

Portland.....	7:30 A. M. Corvallis.....	12:35 P.
Corvallis.....	7:30 A. M. Portland.....	12:35 P.

At Albany and Corvallis connect with trains of Oregon Pacific Railroad.

Express Trains

Leave

Portland.....	8:00 P. M. McNallville.....	8:00 P.
McNallville.....	8:45 A. M. Portland.....	9:00 A.

At McNallville connect with train for Astoria and Astoria's up-town office, corner First and Second streets. Tickets for round-trip tickets in Clatsop and Tillamook counties, and for round-trip tickets in Tillamook and Clatsop counties.

M. on either the East or West Side Division.
R. F. ROGERS, Asst. C. Y. & P. Agt.
R. KORNBLUM, Manager.

